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The first trip was made by the locomotive engine, called the *Hibernia*, and with the many disadvantages attendant on a first starting; the trip from the station-house Salt-hill was performed in fifteen and a half minutes, and again back to Dublin in twenty-three minutes.

A second trip was made by the *Vauxhall* locomotive engine, which performed the journey to Kingstown, in fourteen minutes and a half; and back to Dublin in twenty-two and a half minutes.

Several other trials have since been made with the different engines, which have all proved eminently successful. Having joined in one of these trips, we were delighted by the perfect ease and safety with which it was performed; there is so little motion perceptible even when going at the quickest rate, that we could read or write without the slightest inconvenience.

On the probability of the injurious effects which the success of the railway must have on the drivers of cars and carriages along the present line, much has been anticipated. The following statements, from an address to the citizens of Dublin, by Mr. Classon, on his attempt to establish the omnibus system, on a plan similar to that in which it is carried on in London, are so much in point, that we are induced to copy them. To us they show clearly that the fears alluded to are groundless.

"It is stated that the omnibuses would impair the vested interests of the carmen: now, although I do not admit the principle of vested interests in such a case, I utterly deny that the interests of the carmen would be prejudiced; on the contrary, they would be promoted by the introduction of such vehicles, if the carmen will only themselves do what is right, and meet the matter fairly. In establishing this fact, I may assume it as admitted, that low prices induce consumption; and secondly, as equally true, within certain limits, that in articles of every day consumption, the low price is likely to make most money. Is it not manifest that if I sell in a day six articles at a profit of sixpence each, I make more than if I sell but one article in the day at a shilling? This is precisely the case with the carmen; let them agree among themselves to charge no more than sixpence to a single person for a set down within a mile, and they will get six times their present employment. Were the suggestion acted on, twenty omnibuses in Dublin would only be making customers for the cars, by inducing the walkers to become riders at the low price of two pence each seat, and when people once began to take the indulgence of the omnibus, presently they could not do without the cheap run on the car for the cross line that the omnibus did not go. Indeed, I may, I think, assert, that acting on this acknowledged principle of producing cheap accommodation to the public, each and every carman in Dublin would, at least receive two shillings a day, or fourteen shillings a week, more than they do under the present mode.

"Some time since I heard the following anecdote of the far-famed Mr. Bianconi, who has produced such prodigious public accommodation in the south and west of Ireland, and who has thereby raised himself into great eminence and wealth. In the early period of his operations, he determined to run a well appointed car on a certain road, the population and trade of which line he considered might, if he fixed the fares at a reasonable price, justify the undertaking. He was, however, disappointed; his cars went empty. The genius of Bianconi was not to be baffled by temporary disappointment: he resorted to a fair expedient, and started under another name an opposition car, and ran at a ruinously low price. This at once brought the public on the road. One morning the opposition was withdrawn, the rates were then raised to a fair, though low, remunerating price—the public had tasted the sweets of the accommodation, and this spirited individual lives to enjoy the merited fruits of his triumph. One more case, for the sake of the carmen, which I am the more anxious they should consider, as it is a case that not only applies to the introduction of the omnibus generally, but is analogous to the Kingstown railway, and supposed by some about to destroy all the carmen on the Rock road. It is well known that when the Manchester and Liverpool railway was opened, it was supposed that a great North coach proprietor, who ran several coaches

from Liverpool to Manchester, would be seriously injured on that line, and although he has been obliged to withdraw all his coaches but one from that road, it is a certain fact, and one which was stated by himself some few months since, that so far from the railway injuring his coaching in the district, he had now more coaches, and better returns, by bringing up the crowds that resort to the railway from different points, than he derived from the Manchester coaches before the railway was in operation. Such is the effect of producing cheap and expeditious accommodation to the public."

We have already said it is not our intention to offer an opinion as to the ultimate success of the speculation in a mercantile point of view; at the same time we cannot but heartily wish that the effort may be crowned with the amplest success; and that encouragement thus given to introduce into our island measures which have tended so much to promote the interests and augment the wealth of other portions of Great Britain, may stimulate our moaned men to go forward in many similar undertakings, which shall have the effect of opening up the vast resources of a country rich in mineral wealth, and in those various productions with which the God of providence and of nature has so amply blessed her.

#### RAILWAYS IN AMERICA.

Perhaps the largest viaduct in the world is that upon which the Columbia and Philadelphia rail-road crosses the river Schuylkill, about three miles above Philadelphia.—At the site of the bridge the stream is about eight hundred and fifty feet wide. On one side the depth of water under the bridge is only four or five feet, but it increases gradually to within twenty yards of the opposite shore, where it is twenty-two feet. The bed of the river is a soft black mud overlaying the solid rock to a depth of from four to ten feet. The bridge consists of seven arches, six piers, and two abutments; five of the arches span 133 feet each, and the remaining two one hundred and twenty-five feet each—making, with the piers, which are thirteen feet broad at top, a total of one thousand and eighteen feet in the clear between the butments.

There are now in the state of New York alone thirty-seven railway companies, all incorporated since the opening of the Liverpool and Manchester railway, whose united capitals make nearly thirty millions of dollars, about six millions sterling.

#### ANOTHER AERIAL MACHINE.

In addition to the aerial conveyance, which has been so much talked of in Paris, from the idea that a communication may be effected between that city and London in a few hours, another machine, from which still greater expectations are formed, is now exhibiting in the *Chaussée d'Antin*. It is a sort of terrestrial ship, having three masts. With this curious machine, the inventor, M. Harquet, is said to have travelled from Tours to Paris at the rate of about twenty miles an hour. We have heard it stated, however, that there can be little doubt that this project will prove a complete failure.

#### SIMPLE SCIENCE—ELECTRICITY.

What does electricity, in general, signify? The operations of a very subtle fluid, which rushes through some bodies with inconceivable velocity. What are these bodies called? Conductors. Does the electric fluid stop at some bodies? It does. These are called non-conductors. What are non-conductors? Glass, and all vitrified bodies; diamonds of all kinds; balsamic and bituminous bodies, as resins, wax, amber, sulphur, &c. By rubbing the coverings of animals, such as hair, wool, feathers, silk, bristles, &c., we seem to collect around them an electrical atmosphere, and thus excited, they will attract bodies of the conductor kind, as gold-leaf, &c. What were the ancients only acquainted with? This property of attraction in amber (*electrum*.) Is it found to hold with the other non-conductors? It is; hence